

THE
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CAPTAIN DANIELL OF TRELISSICK

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Society member Norah Parr is a daughter of historian Robert Gilkison, whose book Early Days in Central Otago was first published in 1930. Gilkison, the lawyer at Clyde from 1886, covered much of Central on horseback in the course of legal work arising out of the gold rush.

Mrs Parr became interested in Captain Daniell's land investments because twice she has lived on land previously owned by him. The Society is most grateful that Mrs Parr's interest became a hobby and that the following story is the result of her research.

CAPTAIN DANIELL OF TRELISSICK

Norah Parr

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COVER ILLUSTRATIONS

Front: Captain Edward Daniell, grandson of a mine owner, was born at Trelissick House in Cornwall. At the age of 40 and recently retired from the 75th Regiment, he arrived in Wellington, and in 1843 settled in Ngaio calling the property "Trelissick". Five years later he left for the Hutt and later the Rangitikei. His descendants subdivided most of the Ngaio land in 1888, 1899 and 1902.

Miss E.D. Waldron near Hereford in England kindly had the miniature of Captain Daniell photographed for our cover. It was first copied by the captain's daughter Juliette for Ward's *Early Wellington* in 1929.

Back: Looking north along the Korimako Stream in the 1860s, right in the middle of Captain Daniell's Ngaio property. Bush clearing had continued in the twenty years since he had left the district and there were many sawyers' cottages in the area surrounding the distant sunny hillock, in the left of the photograph, where Awarua Street Station has since been built. On the skyline on the photograph's right, the Anglican Church was later built, and below the "V" in the skyline is the track, originally access from the bush to the sawmill, which later became Ottawa Road. Buildings around Chew Cottage, now 19 Ottawa Road, can barely be seen beyond the track. The millers' road of 1842, now Crofton Road, was up the hill to the right. Present Waikowhai Street now follows the left side of the stream.

W.T.L. Travers photograph discovered, untitled, by William Main at the Nelson Provincial Museum in 1974.

INTRODUCTION

DANIELL AND THE NEW ZEALAND COMPANY

Professor C.L. Bailey

Captain Edward Daniell was early associated with Edward Gibbon Wakefield in the events leading to the first Wakefield colony in New Zealand and from 1836 to 1839 had been actively working with the NZ Land Association on various committees and, with Daniel Riddiford, as an agent for the Association, advising migrants and undertaking to acquire land on their behalf. Before sailing with the "first fleet" he had taken part, as a committeeman of the Church of England Society, in negotiations with Government to secure a Bishopric for the new settlement, and he had been a member of the Association's Literary, Scientific and Philosophical Institute Committee charged with inaugurating the cultural plan of the settlement – "sixteen schools, a Mechanics Institute, public library, a Drury Lane theatre, a Covent Garden Theatre, a College of Surgeons, a Museum etc (sic), Guilds of Law and four hospitals."* The most important committee to which Daniell was appointed in England was the Committee for the First Settlement which was to act as an on-the-spot governing authority in the new settlement.

As a member of the governing committee, virtually from the day of landing, 7 March 1840, Daniell found himself embroiled in the difficult and hostile relations between the Wellington settlers and sovereign authority in Auckland, and always played a leading role, chairing meetings, moving and seconding motions, and preparing petitions and memorials seeking a better deal from Auckland and London for the Wellington settlers. He advocated self-government for New Zealand, the abolition of the detested "nominee" system of settler representation and the autocratic authority of the governor, and its replacement by a system of municipal governments for the several settlements. In February 1841 he incurred Governor Hobson's wrath by organising a petition to the Queen for the Governor's removal from office and was stripped of his own office as magistrate and justice of the peace. At the end of the following year he stood as a candidate for Wellington's first municipal election and polled 16th among 59 candidates, making the Reserved List (for extraordinary vacancies) but not the Council. A few years later when Grey created the Province of New Munster with its own legislative council Daniell delighted the Wellington public, that indigestible amalgam of chartists, Benthamites, gentlemen philosophical radicals, masons and rechabites, low-church Anglicans, Jews and every form of protestant non-conformity, by refusing to accept nomination to the new council and, together with five other decliners was feted and feasted at a thanksgiving banquet on 3 March 1849 that made, if not the *Times*, at least the London *Daily News*. It was Daniell's swansong: he seems to have taken no further part in colonial politics after 1849. For the New Zealand Company and with his long-time associate George Duppa, a fellow member of the Committee for the First Settlement of 1839, he undertook in 1848 an exploratory journey in the northern half of the South Island to help the Company and the Canterbury Association select a site for the proposed Canterbury settlement.

* Plan of the City of Wellington in the First Settlement in New Zealand Founded 1839-40. N Z C W Arc.

CAPTAIN DANIELL OF TRELISSICK

Norah Parr

“Captain Daniell is a magnificent man, just the style of person for a settler”, wrote the Reverend William Cotton, Bishop Selwyn’s secretary, in December 1843. The Captain was already living at “Trelissick” at that time.

His 300 acres (more than 121 hectares) extended from the stream below Trelissick Crescent to north of Chew Cottage in Ottawa Road, and east almost to Kaiwharawhara Village, plus a block around Awarua Street. (Kaiwarra Sections 4, 5 and 9). We have outlined the captain’s first connection with his Ngaio land – his agreement of May 1842 with four sawyers to lease them land for a mill – and have published an old plan of 1848 which places this sawmill with two cottages nearby on the Korimako Stream just behind the present Willow Butchery in lower Crofton Road.

Jerningham Wakefield wrote that Daniell had a road made to his land (our Old Porirua Road), that it cost him £30 and that the millers continued it to their mill (along Crofton Road). Wakefield also says that the captain’s 40 or 50 head of cattle at “Trelissick” “appeared to thrive on the small amount of grass in some old Maori potato gardens and leaves off the forest trees”. The description of “Trelissick” by Daniell’s daughter Juliette, already published in *Historian*, painted a charming picture of life in Ngaio before 1848. Written when she was 87 the events are seen through a child’s eyes with some hearsay added, but the recollections do give an intimate and very lively account of her young years.

But Juliette and Jerningham Wakefield were not the only people to write about the captain’s Ngaio property. Mary Ann Petre visited Mrs Daniell frequently, some of her diary entries appear elsewhere in this issue, and the Reverend William Cotton described more than just the captain in his journal of 1843:

Walked by the high road up the hill, to call on Captain Daniell. His house lies very high above the sea, but the road, a whole mile of ———, is very good, and does great credit to the surveyors. The rata here in full blossom, its dark foliage gloriously contrasting with the tufts of crimson blossom. Captain Daniell . . . seems turning to in right good earnest. His wife a very fine lady, and desperately afraid of the Maoris, at least she says so – nevertheless she had capital good bread, milk and marmalade (with which she regaled us) made from Tahitian oranges. We left their house about 3 p.m. and retraced our steps through the wood to Porirua where we arrived before sundown . . .

In *Historian* we have described how, upon leaving "Trelissick" in 1848, Daniell sold 14 acres (5½ hectares) for £100 to William Fox, but Fox's house "Crofton", still standing at 21 Kenya Street, was just outside the boundary of this 14 acres! There is no evidence that Daniell's house was in the same spot; neither the house nor the drive down to it, later Orari Road, have yet appeared in a map prior to Fox's arrival. In 1862 Fox obtained the 2 acres (nearly 1 hectare) upon which his house stood, in an adjustment of boundaries, and sold out for £800.*

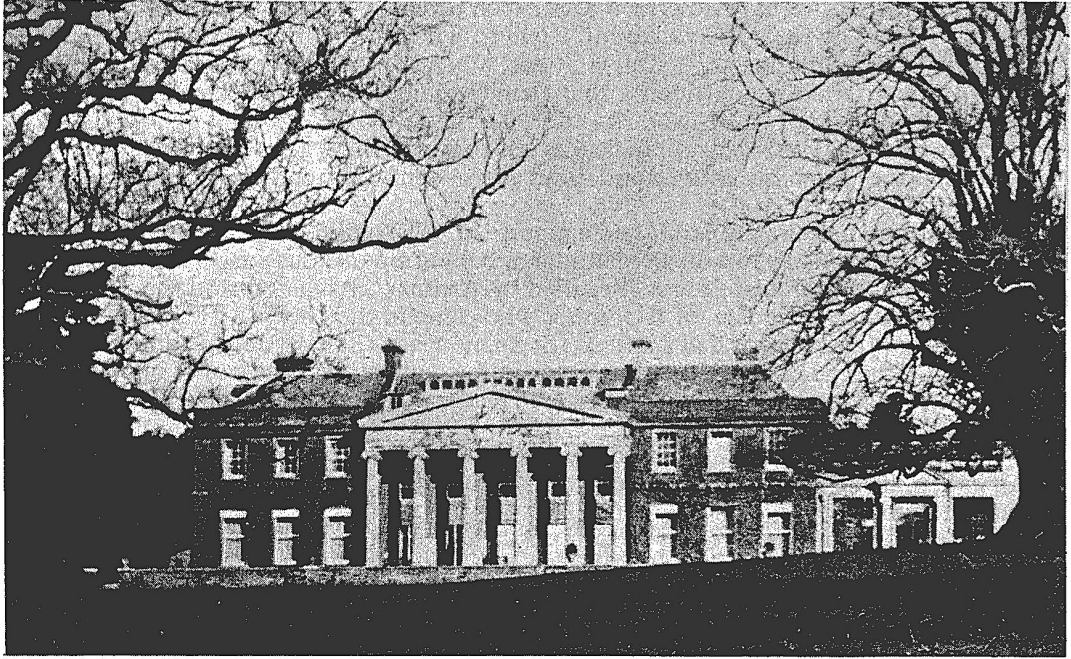
Historian has already published a picture of the "oldest building in Ngaio" — originally a bushman's hut on Daniell's land, behind Fox's house and between Perth and Kenya Streets. It was identified by Arthur C. Aplin, born in the district in 1895, a grandson of the Aplins who came in the 1860s. He said that the clay foundations had survived for many years. Later wooden additions had turned the building into a rough farm cottage which was commonly known as "Murray's Place" after John Murray who leased "Trelissick Farm" in the eighties.

When Captain Daniell left Ngaio in 1848 most of his land was leased to farmers until subdivided at the end of the century and only three other very small sections were freeholded.

There are many references to Captain Daniell in the histories of early Wellington and also in Sir James Wilson's *Early Rangitikei*, as well as in the early newspapers. But the books are apt to repeat with variations statements which may not have been altogether correct in the first place.

However they do recount that Captain Daniell was born in 1800, brought up in comparative luxury, was in the Army during the years of peace after Waterloo. Perhaps bored with inaction, he became enthusiastic about the New Zealand Company, sold his commission, and in 1840 came out on *Adelaide* with his wife and one son, Lawrance. The elder son Edward was left in England. On arrival he was very active in all matters public or military, on every committee, halfway up every subscription list. He lived first "on the Beach" while his house in Abel Smith Street was built, and after a short while there, the family moved to "Trelissick". When the Maori troubles in the Hutt had subsided, they moved to the Hutt, and later, when most of his family had returned to England, the captain went to the Rangitikei. Sir James Wilson, who never saw him, said he was spoken of as "a bit of a martinet, as straight as a rush"; Ward speaks of him as a "member of the community as well known for his kindness of heart as for his courage" and H.S. Harrison (*N.Z. Spectator*, 28 March 1855) an old friend, said, "I know him to be of a very excitable and enthusiastic temperament in anything he takes part in — it is his character". And to his little daughter he was the centre of the world — but also something of a tease.

* * * * *



In the following article I have outlined Captain Daniell's family background, his life at the Hutt, much of it described by daughter Juliette once again, and his investments in land – the Town Acres, the Country Sections and the Rangitikei farm. He was a fine colonist, as I discovered in researching how he handled his land, and his 300 acres in Ngaio were only a small part of his holding.

It is through the generosity of the captain's descendant, P.D. Daniell of Lower Hutt, that family details and Juliette's "Recollections" have been made available to the Society.

Some of the foregoing has been compiled by the Editor.

Parr, Norah "A Brief History of Sections 3,4 and 5 of the Kaiwarra District" **ONslow HISTORIAN** Vol. 3 No. 3 1973 and "The Crofton Estate and Its Land Transactions" Vol. 5 No. 3 1975.

Siers, Judy "Early Crofton Cottage" **ONslow HISTORIAN** Vol.4No.4 1974.

Wakefield, E.J. **ADVENTURE IN N.Z.** 1845.

Cotton, Rev. William **JOURNALS 1841-1848**, Mitchell Library, Sydney. Photocopy Alexander Turnbull Library.

Deane, Juliette (nee Daniell) "My Early Recollections" 1929. **ONslow HISTORIAN** Vol. 2 No. 2 1972.

Typescript now in Wellington Public Library after loan to the Historical Society by P.D. Daniell of Lower Hutt.

Opposite: From family mansion in Cornwall to colonial whaling station at the ends of the earth – this was the type of exciting contrast that was enjoyed by the true colonist.

Above: Daniell's birthplace Trelissick House in Cornwall, now in the care of the National Trust. P.D. Daniell album.

Below: Thom's whaling station leased in 1840 by Daniell whose partner in this venture was Lieut. Thomas of the 87th Regiment. Painting by surveyor Samuel Brees 1843, Alexander Turnbull Library.

THE FAMILY

The Captain came from Cornwall. There had been Daniells about Truro as early as the 1600s — among them two Mayors and an M.P. — but it was his grandfather, Thomas, born in 1717, who founded the family fortunes with a tin mine. His marriage may have made the tin mine possible, as his wife was niece and heiress of Ralph Allen, a wealthy and notable bachelor of importance in the history of the British Post Office, and also of Bath where his fine mansion, “Prior Park,” still stands. Thomas’s son, called Ralph Allen Daniell (a name which still appears in the family) acquired the stately home “Trelissick” in Cornwall now in the hands of the National Trust. Here his family of twelve grew up, our captain being the youngest son. Although really Georgian, this was what we think of as a typical Victorian family (except that all twelve did grow up). The eldest son inherited the mansion and most of the fortune — and if his niece is correct, lost it all by his show of extravagance when High Sheriff of Cornwall. The other sons, having the choice of only Army, Navy or Church as “gentlemanly careers”, three chose the Army and one the Navy (and was knighted); five daughters married into the same milieu and one chose a doctor. Their children continued in the same tradition; the family tree bristles with captains and colonels, even a general and an admiral — only the colonials in New Zealand missed out, there were so few male descendants. But by the 1914 war three of the New Zealand greatgrandsons of our captain were old enough to enlist, and did, one losing his life. Captain Edward married Julia Pennick Lawrance, daughter of a naval captain, probably grand-daughter of the Lawrance who had built “Trelissick” in 1750. She inherited an immunity to sea-sickness (wrote the envious Juliette) and a gallantry that helped her to face up to the colonial life — giving a ball in her town house or melting lead ready for shot during a Maori scare — in fact, “a very fine lady”, as the Reverend William Cotton pointed out. Even when in Wellington living on The Beach, she had time to be kind to the lonely young Ensign Best, showing him hospitality and their new house a-building.

On the *Adelaide* with them, as well as a vast quantity of goods, they had brought a number of “retainers”. Those listed were Robert Beaumont, 30, a baker, with a wife and a son of 8; Eliza Beaker, 19, nursemaid; Joseph Laurence, 21, labourer, servant; and William Wright, 29, boatbuilder, personal servant. These must have gradually set up for themselves and been replaced by others, for fifteen years

later Juliette gives different names, one at least from "Trelissick"! However, to our servantless minds, even one could lighten Mrs. Daniell's cares, though it might have been a problem fitting any of them into the "ragged hut on the beach." Their time at Abel Smith Street was shorter than has been recorded. Newspapers and two journals date their move to "Trelissick" as March 1843. Their only daughter Juliette would be a year old by that time and the youngest son Ralph Allen was not born until 1845. At "Trelissick" Mrs. Lowndes, the wife of one of the sawmillers, was remembered by Juliette as an ever-available help over ten years, - first as nurse to little Allen, and later in helping Mrs. Daniell with the move to the Hutt, and again with the move from there to board the ship for England in 1855.

Their Hutt property had been their first choice, but it seems that the title was not certified by the New Zealand Company until 1848, hence their trying other places till that year. Their first dwelling there was at "Bridgetown" near the river, while their house was being built - a short stay, but memorable to the little girl for earthquakes and floods - the house was on stilts so that water was not only all round but under them, - presumably not very deep as Lawrie her 12 year old brother, was able to get about to the village on the other kind of stilts. While here they managed to host a wedding, but it must have been a relief to move to the New House, about the corner of the present Laing's Road and Bloomfield Terrace (opposite the Salvation Army Citadel). When we lived in that area we were told it was the highest part of Lower Hutt, and that surveyors had used the "first house" as a trig-station. Here, apart from a short-lived attempt at boarding at Mrs. Lovell's small school on Karori Road, the two younger children appear to have lived a free and happy life, interrupted by the occasional governess and once a local school. But Juliette's memories were of the adult picnics, the horses, the wonderful bush (with special reference to edible parts, which young Allen sampled too often, but not fatally), and the many friends of like status near at hand. That would be a change from "Trelissick" in Ngaio.

Once they met Thomas Mason, the Quaker, and to her surprise he called her father 'Edward' - when all his best friends, even his wife, called him 'Dan'. Quaker habits had to be explained to her. She was several times bridesmaid to the Upper Ten - she mentions Emily Wakefield, Mary Swainson, and her governess Catherine Orbell who married Mr. Bidwill. She must have been an attractive little thing; with no shyness.

They rode everywhere, though her mother had a gig at one time; but there were apt to be accidents on the narrow, rough Hutt Road, so Mrs. Daniell took to going to town in Cundy's Van, a "primitive omnibus".

Descriptions of the family (with one or two servants) rounding up forty or so of Papa's horses, of Lawrie and Papa breaking them in ("Lawrance was a wonderful man with horses all his life"), of adventures with the bull, fishing in the "River" (Second River, now called Black Creek), and even sailing on it in a tub, contrast oddly with picnic days when "the old coachman from "Trelissick" used to wait on us, in his carefully preserved livery of stone-coloured cloth coat and knee-breeches, and red plush waistcoat". Quite as a matter of course!

All through Juliette's recollections there is the feeling that Papa was quite perfect, and also that he may have spoilt his only daughter, making any discipline difficult. Mrs. Daniell had coped well for fifteen years of colonial life, but I imagine it was she who insisted in 1855 on taking the two younger children, Juliette 13 and Ralph Allen 10 to England to be educated. - Homesickness, the failing domestic help, but more likely anxiety about Juliette growing up a tom-boy - all could force the issue. It looks as if Captain Daniell felt the parting grievously; when they had left in early March 1855 (about six weeks after the big earthquake, which must have confirmed the decision) he quickly sold the Hutt house and most of his Hutt property, making his head-quarters with Lawrance in the Rangitikei. Very soon he followed them to England and again in 1862, but in 1866 he had sold all his land in the Rangitikei and set off for England again - maybe for his daughter's wedding and probably to retire there. On the way, in New York, he died. It was fortunate that Allen was with him.

Allen later returned to New Zealand, married and took up land but died before he was 30 in 1872. Edward, a widower, died soon after and Lawrance not yet 40, in 1874. And of that flourishing family there were left two widows, both of whom remarried, and only three grandchildren (Allen's two little girls and Edward's son Percy) with the name Daniell.

Letter Juliette Deane to Sir James Wilson 1918. Typescript in Wellington Public Library.

THE COLONIAL LAND

Captain Daniell, although he would not have been rich in the social world of England, was one of the most dependably financial settlers in Wellington. I suspect his wife was also well-to-do. He owned many Land Orders, but also had sufficient resources to develop them, to build houses for himself, and to continue, as far as possible, in the old life-style - even to the Ball, and the old coachman and his livery. At the same time, he appears to have relished thoroughly the freedom here; he leased a whaling station one season, and reports say success-

fully; he did a little exploring locally as well as taking the opportunity of seeing some of the South Island in 1841, and reporting on its possibilities. But good farming seems to have been his aim, and after the trial with cattle and a few horses in Ngaio, he was able to send most of his cattle to the Rangitikei and concentrate on horse-breeding at the Hutt.

But ever since I first heard of him and the legends printed about him, there have been a number of doubts vaguely in my mind:

1. How was he able to act as if Ngaio belonged to him as early as 1842 when officially he was not the owner until 1843? This is still not understood. No letters have been found in National Archives but perhaps there was a word of mouth arrangement with Colonel William Wakefield with whom he was on good terms. It all appears to have been "above board" and there were comparable situations with land belonging to other people.

2. Even in those days, could anyone have made any sort of road up the Ngaio Gorge for £30?

3. Why did Allen Daniell's widow, remarried, give the two streets in the main subdivision of her share of Daniell land in Ngaio her own maiden name (Imlay) and that of her second husband (Abbott) with no tribute paid to the first husband who had left everything he owned to her? I must say this rather prejudiced me against her.

4. If he had ten Land Orders entitling him to 10 Town Acres, as they said, why is Captain Daniell's name down for 20 Town Acres? (One answer quietened me for a while — that he was agent for other people as a partner of Daniel Riddiford for about a year — until my work in Archives showed that he had personally *owned* the 20 Town Acres).

5. Books say that he received as compensation when he "could not get his land", 250 acres (101 hectares) in Rangitikei for each 100-acre (40½ hectare) Land Order, as did many other settlers. *But* — he still owned most of the 400 acres (nearly 162 hectares) in Country Sections near Wellington (Ngaio and the Hutt) when he died. Later we will find this question somewhat, but not altogether, clarified.

Question 4 was more easily solved. In a list of applications for Land Orders in Archives, Edward Daniell had applied for only ten — he was then at Falmouth. But next to him on the list was Miss Jane Lawrance, also of Falmouth, also applying for ten Land Orders. Of course, his wife's single sister. But another later list of allotments, credited E. Daniell with twenty, and Miss Lawrance with none — months had passed between application and allotment, and much may happen in a young woman's life in that time — it was Mrs Jane Carlyon and her husband, with whom the Daniells left their eldest son Edward, and no doubt an amicable re-arrangement of Land Orders may even be recorded somewhere.

Now we will move, with the Daniell family, to Wellington and see how they fared with their twenty Land Orders which entitled them to 20 Town Acres and 20 Country Sections of 100 acres (40½ hectares) each.

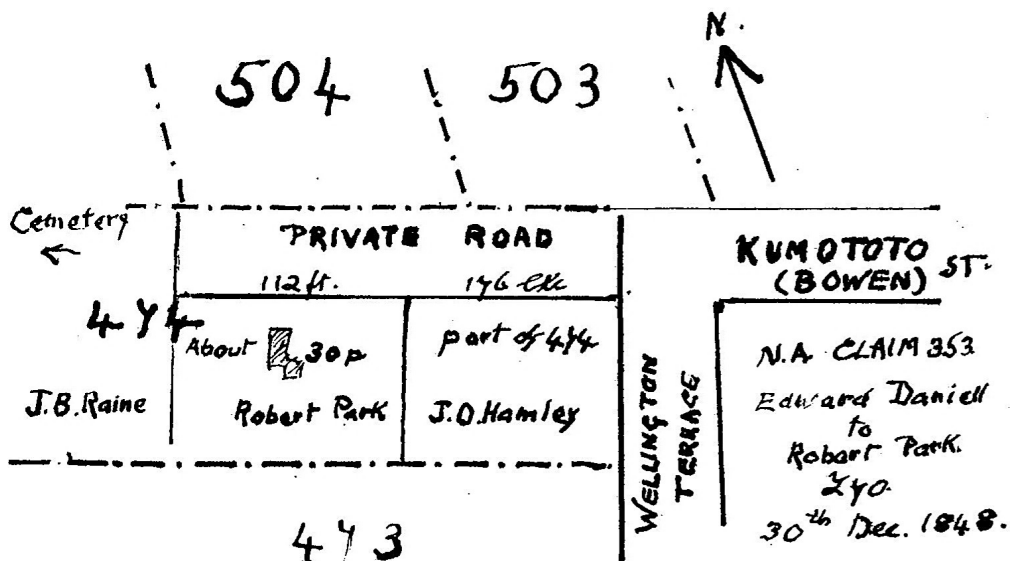
THE TOWN ACRES

Land Orders were balloted for in London in mid-1839, just before the *Cuba* sailed with the surveyors. The holders of "choice" numbers then waited a year or so, through the long voyage, the arrival and camping at Petone, the change of the town's location in April 1840, and less patiently, while the surveyors not only laid out but planned the city-to-be in less than four winter months. By the end of July 1840, into August, they could choose their Acres (nearly half a hectare) in turn according to their lottery numbers. There were 1100 Town Acres and choices; 100 were Native Reserves chosen in turn by the chief surveyor.

Some holders were lucky and some were not – a George White had only one Land Order and that the 1041st choice. But Captain Daniell was quite lucky. His first ten choices were all under number 400, which would be much better than average. His very best was choice number 14 and with that he chose one of the waterfront sections in Manners Street, which were much sought after. At his death, of his first ten Town Acres three had been sold, undivided; parts of most of the others had been sold, but many had been subdivided and leased.

I will describe the few Town Acres that seem to me most important:

The first whole Acre he sold was that on which his home in Abel Smith Street had been built. It went to George Freeman Murray, a "major in our Army" in 1852.



Plan showing two of Captain Daniell's Town Acres on present Bowen Street.

Drawn by N. Parr

Town Acres 504 and 505, his ninth and tenth choices, were two boggy sections with frontages to Sydney Street. It was somewhere here that Bishop Selwyn described as “a mere watercourse”, but some drainage must have been carried out, because one of the Acres was bringing in £27 per year from fourteen and twentyone-year leases when both were sold (subject to the leases) to H.M. the Queen in 1865 – for £1,750 in Treasury Bills bearing 6% interest – £105 per year for his heirs.

Within the next year or two the museum was built here (in Museum Street), and a charming house for Dr. Hector behind it. Now these two Acres are occupied by Broadcasting House and the Bowen State Building.

Town Acre 474, now The Reserve Bank and Bowen Street, was adjacent to the foregoing at the north end of Wellington Terrace. Bowen Street, then Kumutoto Street, extended from the beach only as far as the Terrace. Before selling any of this Acre, Daniell set aside a Private Road continuing Kumutoto Street at least 200ft (61 metres) into his land and giving access to back parts of the section as well as extra access to his Sydney Street Acres. Private Roads were very common, and were anything from 4ft to 20ft (1¼ to 6 metres) wide, but this Private Road was 50ft (15 metres) wide which surely shows vision in the planning and discernment in the choosing and also a generosity uncommon among businessmen. Its width must have made things easier for the Town Council, too, when that road had to be continued through to Tinakori Road towards the end of the century. But before then, the town had reason to be grateful to our captain. The *Spectator* on 25 February 1854 reported that the (Bolton Street) Cemetery Committee had made an arrangement with Captain Daniell by which, under certain circumstances, access might be gained to the cemetery from the church through a private road in continuation of Kumutoto Street – a concrete example of generosity and perhaps the first wedge towards its becoming a Public Road.

Though Bowen Street must be the most used today of all the roads that Captain Daniell initiated, it was by no means the only one. On his Manners Street Acre, there is Lombard Street, still its original 14ft (4 metres) width, and no longer impressive, but in its heyday up to 1863, with its jetty on the shore, the Bethune & Hunter establishment and the Customs House in use, it would have presented a lively scene. The 1855 earthquake must have raised the land and made Customhouse Street (now part of Bond Street) possible, but the wharf perhaps less efficient: There is Buller Street, running off Ghuznee Street, giving access to smallish lots in two of Daniell's Acres, and there was a Fraser's Lane in his Molesworth Street Acre, now lost in the wider Aitken Street.

Captain Daniell also had a number of later choices for Town Acres (one was number 1085) and his last ten were still in his estate at his death, many of them legally leased, and were not sold for many years. A wry sense of humour is evinced by his use of “choice” number 921 for Acre 921, and of his very worst choice, number 1085, for an Acre at the very furthest end of Daniell Street in Newtown.

THE COUNTRY SECTIONS

The allotting of Country Sections was a very different matter. The few surveyors were grossly overworked, and the terrain so completely different from the pleasant flat land visualised in Britain. In October 1840, two months after the selection of Town Acres, there were forty Country Sections available.

Captain Daniell, with choice number 14, was able to choose a good one in the Hutt: and later the Kaiwarra District (Ngaio) sections and others. He had chosen also eleven Country Sections in the Manawatu and seven in "Tuevi or Otaki" – all unobtainable. A tentative-looking list in National Archives (NZC 133-11) gives him as many as thirty not twenty Country Sections altogether! Some he would have selected for other people – I recognise two as such – and it is possible that he had bought some more Land Orders, perhaps when they slumped in August 1840. One can now better understand why he was given compensation for twenty unobtainable Country Sections while at the same time being able to retain his four Country Sections in Ngaio and the Hutt.

Before he died, Captain Daniell had dealt with his Country Sections near Wellington as follows:

Porirua Section 90 – near Titahi Bay: nothing sold but possibly let.

Kaiwarra Section 4 – part of Ngaio including most of Perth and Kenya Streets and Trelissick Crescent: this is probably where he lived. The only sale, and it was more an exchange than a sale, was of the 2 acres (nearly 1 hectare) to William Fox in 1862 on which Fox's house "Crofton" stands. No other sales or leases were recorded before the eighties.

Kaiwarra Section 5 – Imlay Crescent, Abbott Street, Crofton Road, and half of Ottawa Road:

14 acres (5½ hectares) to William Fox 1848, for £100, around Kenya Street.

5 acres (2hectares) to Benjamin Lewis Lowndes, 1855, around Ottawa Road.

5 acres (2 hectares) to Joseph Hurley, 1859, also around Ottawa Road.

8 acres (3¼ hectares) to Nathaniel Bartlett, 1859, for £50 around Quetta Street.

About 170 acres (28-1/3 hectares), oddly shaped, left and probably leased.

Kaiwarra Section 9 – block around Awarua Street:

5 acres (2 hectares) to Joseph Hurley, 1858, including part of Awarua Street.

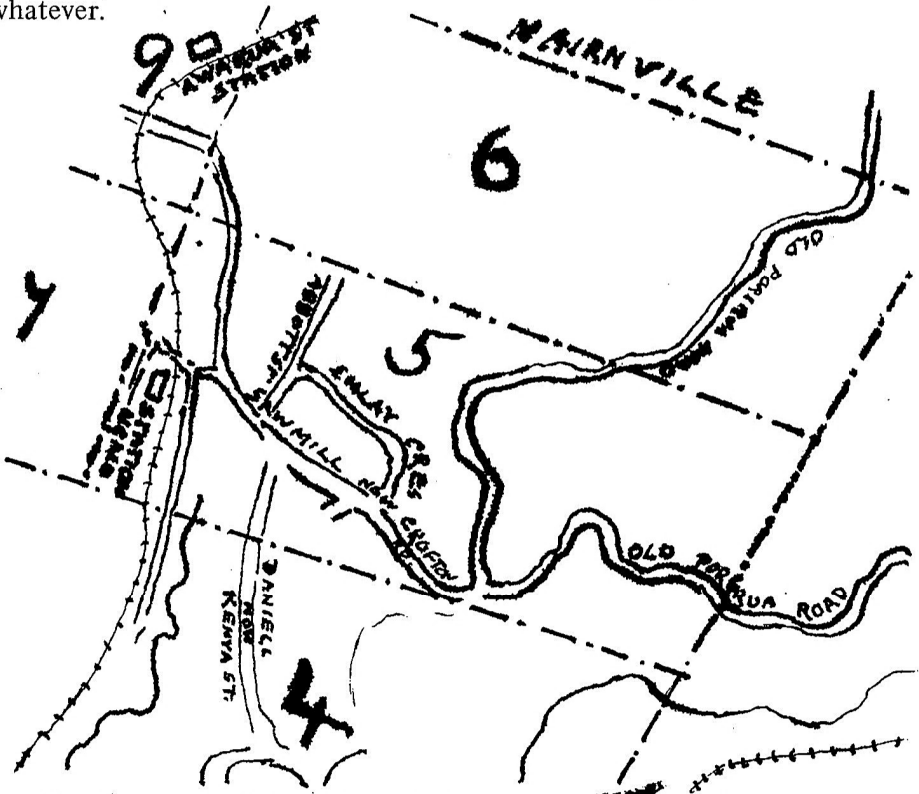
Remaining 95 acres (38½ hectares) leased.

In the Country Sections, the development of roads was also important. In Ngaio, part of Crofton Road, the Sawmillers' Road, was formed very early and was reserved as a "road or way" in the Fox Deed of 1848. It was soon extended around the corner and north to present Ottawa Road and up into our Awarua Street, being legally registered when the small sections were sold to Lowndes and Hurley in 1855 and 1858. Awarua Street certainly has an "old" look like Crofton Road.

A road was mentioned if a sale or lease of the land took place. We know of the existence of the beginning of Orari Street as part of the drive to the house "Crofton", it can be seen on plans; but we do not know if Perth Street may have existed early as a way to the Daniell house, as no sale took place and no lease has yet been discovered.

It is noticeable that the legal jargon becomes more complicated as time goes on. The Fox Deed only spends about five lines on Crofton Road – the first Private Road – for Captain Daniell's "heirs and assigns and his and their tenants and subtenants" – (surely this is enough to include US?). But by the 1858 Deed of Conveyance to Hurley (which mentions our Ottawa Road) things are changed, and I will quote the whole of the relevant part:

..... except and always reserved out of the conveyances and the piece of land hereby conveyed full liberty and right of Way and passage from him the said Edward Daniell and his heirs and assigns and his and their servants and the tenants of the sections adjoining or near belonging to him or them the said Edward Daniell his heirs and assigns to go pass and repass through over and along the said piece of land hereby intended to be conveyed and with or without horses and cattle goats sheep swine waggons and other carriages whatever whether laden or unladen and at all times and for all purposes whatever.



Plan showing Captain Daniell's Ngaio Property. Drawn by N. Parr.

This covers not only US, but the most modern car or road machinery as well as the pedestrian or a girl on horseback!

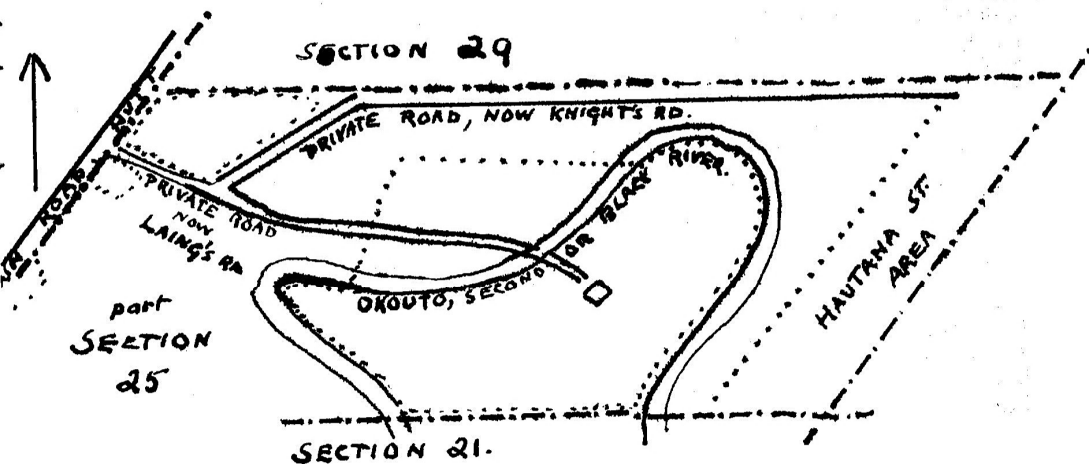
Might it have been the solicitor spinning things out? But he was the respected Mr. A. de Bathe Brandon, making out a deed for a surely valued client, and I incline to thinking it would be the captain himself asking to have all loopholes closed – or should I say “opened”? Anyway, it was a feather in somebody’s cap, for there is a scrawl on the Deed (63 D 321) – added in 1949!

“K 28607, Evidence of Publicity of Portion of Ottawa Road produced 19th December 1949 at 10.30a.m.”

And what of the Old Porirua Road up Ngaio Gorge which has passed into legend as “Captain Daniell’s Road”? It was Jerningham Wakefield who recorded that Captain Daniell had initiated it, but so far I have found absolutely nothing to prove that this is true. But there are reports on the road, many of them, in the Surveyor’s Letterbook in the Alexander Turnbull Library. Early in 1842 Samuel Brees, the newly arrived Chief Surveyor, was busy planning for an easier road to replace the steep Bridle Track up the harbour face. He does not always give dates but he describes his own explorations for a good route northwards – first the Ngahauranga Gorge – decision against it, as too rocky and too expensive, but he expected it would become the route someday; up and down he went exploring streams and gullies running into the Hutt Road; and he made a final decision on the Kaiwarra Gorge. Then two assistant surveyors were sent to find good “lines”. Mr. McDonald’s was too steep altogether, but Mr. Whitehead’s, though steep in one place and a bit longer, was capable of improvement. The decision to adopt this line, with reasons etc., is all in a copy of a letter of 5 July 1842, to W. Wakefield, in the same book. There follows a list of the four contracts, of which Mr. Brees had two, and the total cost was £728 0s 8d. And by April 1843 it was completed except for a small party under a foreman, Stacey, which was still there, ‘clearing timber, improving slopes and making cuts to carry off rainwater.’ But no mention anywhere of Captain Daniell or of any previous road or track. Also, there is no mention of the “legend” by either of the literate visitors to “Trelissick”, the Reverend William Cotton or Mrs. Petre, though Mr. Cotton is able to praise the road as doing “great credit to the surveyors.”

Hutt Section 25 was Captain Daniell’s earliest and best choice – east of High Street and including Knight’s Road, part of Woburn Road, the first bridge and now most of the public buildings and a large part of the business area – even a few good houses left. Very early, small lots were sold or leased along the Main Road, a small lot given to the Methodists, another in the name of Bishop Selwyn, probably a gift, off Woburn Road, – one 15 acre (6 hectare) block sold, and in 1855 the 30 acre (12 hectare) block with his own residence, for the princely sum of £2500. Peter Laing, confectioner, of Lambton Quay bought it, paying in instalments over four years – at only 8% and no difficulties. In the Hutt, knowing that Peter Laing bought the house and farm one might accept the legend told us 50 years ago, that Laing’s cows were responsible for the slight bends and

curves in the road. However, Laing's Road appears in several deeds well before Laing's day – a "private road" to Captain Daniell's residence, with a bridge over the "river" (Black) where it is narrow and the banks high. Another deed had a surprise. Recording the conveyance of 15 acres (6 hectares) at the eastern end of the section (embracing Hautana Street) there is a clause providing a "free and convenient way" from the main road – a long way – first by Captain Daniell's private road, then through his land "westward of the Clump of Bush thereon so as to reach the Northern Boundary of the same section and thence



Plan showing Captain Daniell's Hutt Property. Drawn by N. Parr.

along such boundary to the land and premises hereby intended to be conveyed". The accompanying plan makes it obvious that this right of way became Knight's Road although Knight did not buy any of Daniell's land and lived further east. The deed differs from others of the kind, in that the onus of keeping the road is definitely on the purchaser – "at his and their own proper costs repair amend and keep amended the said road or Way in a substantial manner". It may be that Steven's Grove is a reminder of the Clump of Bush; but it is sad to think that there is nothing to commemorate that first owner who arranged the roads and influenced the lay-out of the area.

THE RANGITIKEI

M. Holcroft's *Line of the Road* explains simply why all Captain Daniell's Land Orders for the Manawatu were later transferred to the Rangitikei. Briefly, Mr. Spain, Commissioner for Land Claims, allowed a total of only 900 acres (364 hectares) in Manawatu to the New Zealand Company. On the other hand, land which had been bought by the Government in the Rangitikei, was available in 1849. The captain selected his Rangitikei land in 1848. He was entitled to 3,000 acres (1,214 hectares)* having twenty New Zealand Company Compensation scrips for 150 acres (nearly 61 hectares) each – 2850 acres (1,153 hectares) included present Bulls (Block III) and 250 acres (101 hectares) further north (Block VA). 100 acres (40½ hectares) were taken off for public roads. A mystifying official calculation finds 65 acres (26-1/3 hectares) still requiring additional payment.

Quite soon a whare was built and a manager installed to oversee the Daniell herds of cattle, including the progeny of Juliette's pet heifer. Her elder brother Lawrance spent most of his time here. When the family was at the Hutt and he still a young boy, Lawrance had helped drive his father's cattle from Bidwill's land in the Wairarapa on their long way to the Rangitikei. Juliette describes his arrival in the Hutt very distressed, after the coastal journey and the loss over a cliff of about twenty of the herd of several hundred.

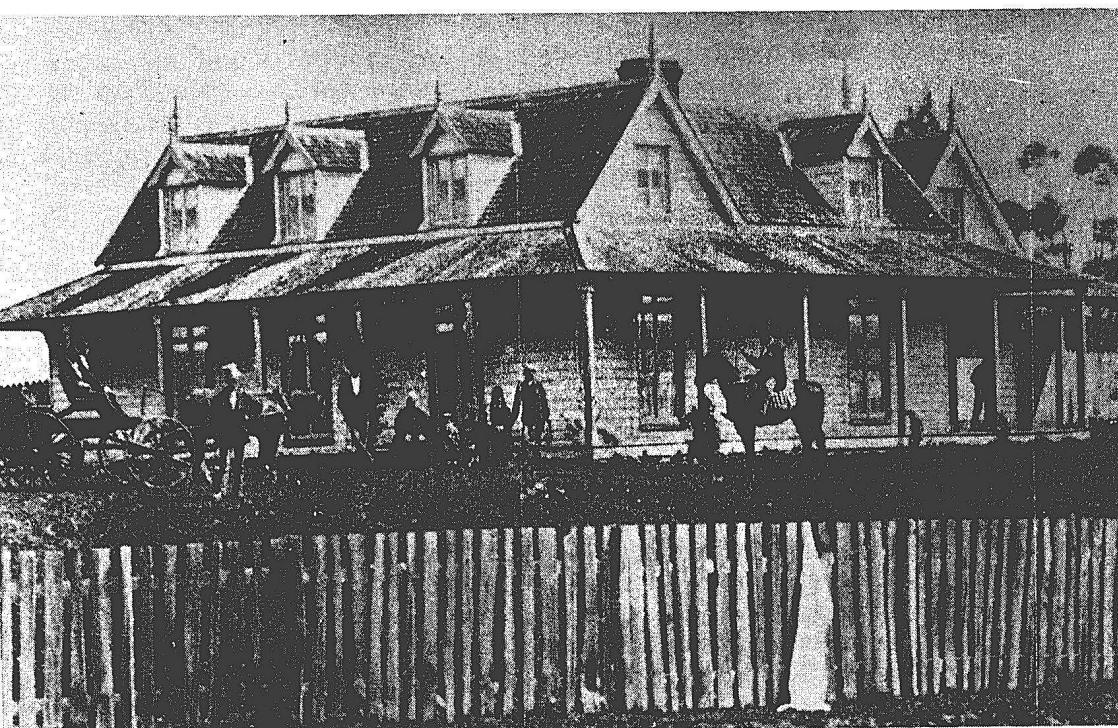
It was not until some time after 1855 that the captain built his house "Killeymoon" in the Rangitikei. An advertisement in the *Wanganui Chronicle* in June 1857 indicates building: "Fencing stuff, and shingle wanted at Killeymoon, Rangitikei" and "Quantity of bricks to be made at Killeymoon, Rangitikei. Captain Daniell."

He is said to have given 20 acres (8 hectares) of land at Manuka Bush, now Greatford, to accommodate a doctor for the district. Dr Tuke came in 1857, and in 1862 old Dr Curl from Tawa (Johnsonville), who by 1864 was described by William Fox as "a great nuisance".

*LSW 67-9 WArc.

Opposite above: Daniell's second house at the Hutt stood on the corner of the present Bloomfield Terrace and Laings Road. Here the Captain bred and raced horses. The house was bought by Peter Laing in 1855 and stood until the eighties. Photograph from Lance Hall's 'Lower Hutt Past and Present'.

Below: "Killeymoon" near Bulls, which succeeded "Trelissick" as Daniell's cattle station, photographed in the 1860's with its new owners, the Hammonds from Khandallah. Other Onslow settlers to go north to the Rangitikei were William Fox, Schultze, and the Camerons and T.U. McKenzie of Kaiwharawhara. Photograph possibly by Harding of Wanganui. Vickers album.



In 1863 Daniell sold his northern 250 acres (101 hectares) and in late 1865 he subdivided Rangitikei Township on the north west side of the crossroads to Marton and Wanganui. This proved very successful. William Fox in England at the time, commented on the “wonderful sale – three years ago he wouldn’t have sold an acre for £5”. There were 63 lots, mainly half-acres (.2 hectare) which realised about £30 each. More than 100 acres (40½ hectares) between the road and the river were sold to James Bull, at that time a victualler who later sold in much smaller lots and the township has been known as Bulls ever since. The remaining 2690 acres (1088½ hectares) were sold to Khandallah settler Matthew Hammond. A letter from Daniell to the Commissioner of Crown Lands still survives – fine, strong writing – asking that the Crown Grant should be made out in Matthew Hammond’s name.*

In the Rangitikei, the captain did not have to arrange the roads – except for Daniell Road in the subdivision – they were already there or developing: the public road to Wanganui, the road to Wellington (south to the ferry at the river-mouth) and the road to “Upper Rangitikei” a dotted line only on the map. But evidence of his discernment appears in choosing the crossroads. Had his military training helped him to realise that there was only one place suitable for a future bridge? That training, or an inner sense, seems to have stood him in good stead with many of his first choices.

* 66/204 WArc

THE ESTATE

The will of Edward Daniell was signed on 19 June 1866, in Wellington when on his way to Britain. It was proved on 12 December 1866, and the inventory taken before 12 March 1867. That seems pretty quick work after a death in New York, with communications what they were then.

The will left a small annuity of £ 200 per annum to his wife, all money in his estate to his youngest son Ralph Allen, and all the land in New Zealand or elsewhere, to his only daughter Juliette and Ralph Allen in equal shares. Juliette’s share was specified “for her own and separate use” as it was many years before the Married Women’s Property Act. She married in 1867 Captain H.P. Deane. (Probably her father was on his way to the wedding).

One concludes that Mrs. Daniell was already provided for, also the two elder sons; *Early Rangitikei* tells us that Lawrance had been set up in his own farm near Bulls and Edward is a somewhat shadowy figure, disliking New Zealand and going to Australia, though he returned here before he died. There were two trustees appointed in New Zealand, Lawrance and Mr. Brandon, and two more in England.

There was lots of work now for Mr. Brandon – all those unsold Town Acres and the parts of the Country Sections were dealt with by settlements, appointments and conveyances – Daniell to Deane, Deane to Daniell etc. Then the captain's sons dying would complicate the issue. Mary, Allen Daniell's widow, appointed her sister Jeannie Imlay, a spinster of Wanganui, trustee along with Mr. Brandon, for all her share of Daniell property, making it all over in trust for her daughters. There was a proviso that if the girls both died before they were 21, all was to be held in trust for Juliette, the captain's daughter. This seems a very generous action, even though Mary was probably wealthy in her own right. Her father was Dr. Peter Imlay, a doctor of medicine from near Aberdeen, who had done very well breeding cattle and horses at Twofold Bay, N.S.W. He came to Wanganui in 1857. Mary married Joseph Abbott about 1875 and that name begins to appear in the land transactions, then widowed again, she was living in Wellington in 1904. Her daughters' names appeared only a few times on deeds, and it would seem that they died young. But the captain's daughter Juliette, says one married well and was lost in a shipwreck off France, and that the other was nursing in Salonika in 1918! So there's another puzzle – perhaps they transferred their interests to cousins.

In 1881, Juliette and her husband (then Major Deane), came to New Zealand on a visit and on business. Deane had become a trustee for his wife as her uncle had died. "Partitions" came into the deeds, Deane to Imlay and Imlay to Deane – a tidying up of odd parts and general division ready for selling when times might be ripe.

Among the Town Acres some long leases were renewed, gradually in the eighties and nineties more parts were sold, though some not until well into this century. In Ngaio there was the subdivision in 1888 and the street names, Abbott and Imlay now look right as the names of the two sisters. Only lots near the new railway were sold. In 1895 the Crofton (Fox) Estate was subdivided by Mr. Littlejohn – those lots went off slowly too. By 1899 Miss Imlay had her Crescent made more manageable and had another sale and now that the new lower Gorge Road was made, the area was more popular and gradually the lots sold.

Thereafter Jeannie Imlay's name disappears from the transactions, and Mr. Brandon's also. A third Imlay sister had married a Dr. Saunders and by 1919 Imlay F. Saunders, a solicitor, and Imlay B.G. Saunders, a commission agent, had taken over – third or even fourth generation and no longer Daniells.

I wonder if every last bit of the captain's estate is gone now, or are some parts of Town Acres still being leased?

* * * * *

Our captain has never been considered a *very* important person. He took no part in politics, never had an opportunity in real war, did no real exploring. But he was definitely one of the leading colonists in Wellington, possibly *the* leading one in the use of his land. He did not speculate for the sake of

speculation. He simply made as good use as he could of the land he had chosen. He seems to have been fair and generous in his land dealings. I have not come across 20 and 25% interests charged by him for mortgages as one does with some investors. Indeed there are very few mortgages, and they are at 8 or 10% and only to help purchasers unable to produce the full amount. I have given more than a cursory glance to the land dealings of other original Wellington landholders and it is remarkable how variable their dealings were. On the surface they were respectable men but nearly all compared very badly with Captain Daniell in the treatment given to land and tenants. As I worked on his various Wellington properties I became more and more impressed by his foresight, firstly in his choices and then by his arranging and legalising roads and ways so that they are still in use today. These are memorials that we use daily and for the most part unwittingly, and sad it is that the only Daniell Street in Wellington is the one named by the surveyors in 1840 and not one of his own more careful planning.

MARY ANN PETRE VISITS "TRELISSICK"

Extracts from her diary.

Sat 10 March 1843 – Henry rode to "Trelissick" the Daniells' new place in the bush on the Porirua Road, found Mrs Daniell already quite comfortable.

.....Rode Empress – stayed several hours with Mrs Daniell rambled with her in the pretty bush of "Trelissick".

Friday 27 July 1843 – We proposed driving to "Trelissick" Captain Daniell's place to take him the proclamation. [Major Richmond's proclamation to disband the militia.] We got on well until at the commencement of the Porirua hill the axle of our gig bent and we came to a stand – we left the gig by the side of the road, sent the horse home and walked to Mrs Daniell. The Captain said "ka pai" the proclamation and declared he will now join.

9 January 1844 – a.m. wet – afternoon cleared in time for Mrs Daniell's picnic in the hayfield. We were all very merry. While the company strolled about the garden and clearing we three chums started off into the bush – Miss Fitzgerald, Miss Swainson and myself. Taking one of the narrow Maori paths climbed the mountain and discovered a beautiful valley below. On we went to it and after wandering some time in the forest of trees tried to return to "Trelissick" but in vain, we could not find our way among the many native paths. At last, at dusk, we sat down for the night, occasionally giving the Maori "cooie" – Many hours after we left them, our cry brought Mr Clifford to our aid. We were glad to get to the house and have some tea before starting home. The people were all gone and the syllabus and fun of the evening over. Nevertheless, we enjoyed talking of our adventure.

Mary Ann Eleanor Walmsley was born in 1825. She married Henry Petre and they arrived in Wellington on 3 February 1843. They returned to England in 1855 where they both died in the 1880s.

PLAN OF THE FIRST SUBURBAN SUBDIVISION OF DANIELL'S "TRELISSICK"

What a marvellous picture the plan of 1888 paints of old Ngaio, recording the area when there were seven houses and the farm once owned by Captain Edward Daniell was first subdivided into suburban sections. The subdivision was not very successful despite the brand new railway, and involved only the northern part of Daniell's holding. The southern part was subdivided in 1902, and by then the new lower Ngaio Gorge Road had made the area more popular.

Roads are identified as follows:

- A. Old Porirua Road, said to have been built initially by Daniell from Kaiwharawhara to his property "Trelissick". The site of his house is unknown. If it was not part of William Fox's purchase in Kenya Street, then who did buy or lease the captain's house? One local legend, started by a theory of Charles Gardner early this century and told to the Craig boys in the twenties, says Daniell's house was off the left of this map, just below the junction of our Gorge Road and Trelissick Crescent. But A. Aplin, born in Ngaio in 1895 was told of a house called "Trelissick" on the north-west slopes of the hill below present Trelissick Crescent, where railway workers had boarded in the eighties.
- B. Perth Street. Did this lead to Captain Daniell's house?
- C. Crofton Road formed in 1842 by the millers for access to the sawmill, which was at the curve of the Korimako Stream near the triangular section No. 5.
- D. The original Imlay Crescent, which proved rather inaccessible and was completely realigned ten years later. It was named after Jeannie a sister and trustee of the captain's daughter-in-law Mary Imlay.
- E. Cockayne Road.
- F. Waikowhai Street.
- G. Ottawa Road in embryo – broken lines – the old logging track from the bush to the sawmill. This road was mentioned in a deed of 1855. It cuts through sawmillers Hurley and Lowndes's 5 acre blocks.
- H. Abbott Street leading towards the Aplins' "Colway Farm". It was named after Captain Daniell's daughter-in-law Mary, whose name after remarrying was Mrs. Abbott.

Four of the houses shown are still standing. Houses are identified as follows:

- K. Mr. Wyatt's Residence still stands at 42 Old Porirua Road, built about 1864 but not on Captain Daniell's land.
- M. Mr. Littlejohn's House (formerly William Fox's "Crofton") probably built in 1858, and in the 1860s an Anglican Boys' Boarding School, still stands at 21 Kenya Street. The house site through an adjustment of boundaries was sold by Captain Daniell to William Fox in 1862.
- N. Site of old sod hut where Daniell's bushman had lived. John Murray lived there in the eighties. Identified by Arthur C. Aplin.
- P. Probably the Bidmeads. Jessie Clark (neé Nairn) wrote that the Bidmeads had "lived on the top side of the road by the turn down" i.e. the corner of Old Porirua and Cockayne Roads.
- Q. Near Quetta Street on the land sold by Captain Daniell to Nathaniel Bartlett in 1859, and by him to Donald Cameron who owned it until 1886.
- R. Now 14 Ottawa Road. Perhaps this had been a shed for horses at the saw-mill. First house here was built by Mrs. Esther Chew and its fate is unknown. Another cottage was built by John Holmes and occupied by his daughter Mrs. Rankin. Present house was built by Dr. Cockayne sometime between 1908 and 1917.
- S. 28 Ottawa Road. Present house was built for Alf Aplin, a carrier, but much later than 1888 and is now occupied by Mrs Kilmister.
- T. W. Alpin's House. "Colway" farmhouse of the 1860s, demolished in the 1950s and replaced by the infant block of the Ngaio School. (Can anybody lend the editor a photograph of this house?).
- V. J. Chew House, now 19 Ottawa Road. This land had once been sawmiller Hurley's 5 acres (2 hectares). "Chew Cottage" was built in 1865 and still stands.
- W. Now 4 and 6 Collingwood Street – Radcliffe house of the 1880s still stands.

Information from Judy Siers and Norah Parr. Map at Alexander Turnbull Library. Present road names have been added.

TUESDAY, 10th APRIL, 1888.

TRELISSICK ESTATE.

First-class Choice BUILDING SITES, within Two Minutes' Walk of the Crofton Railway-Station.

Scale: 3 chains to 1 inch.

Messrs. J. H. BETHUNE & CO.

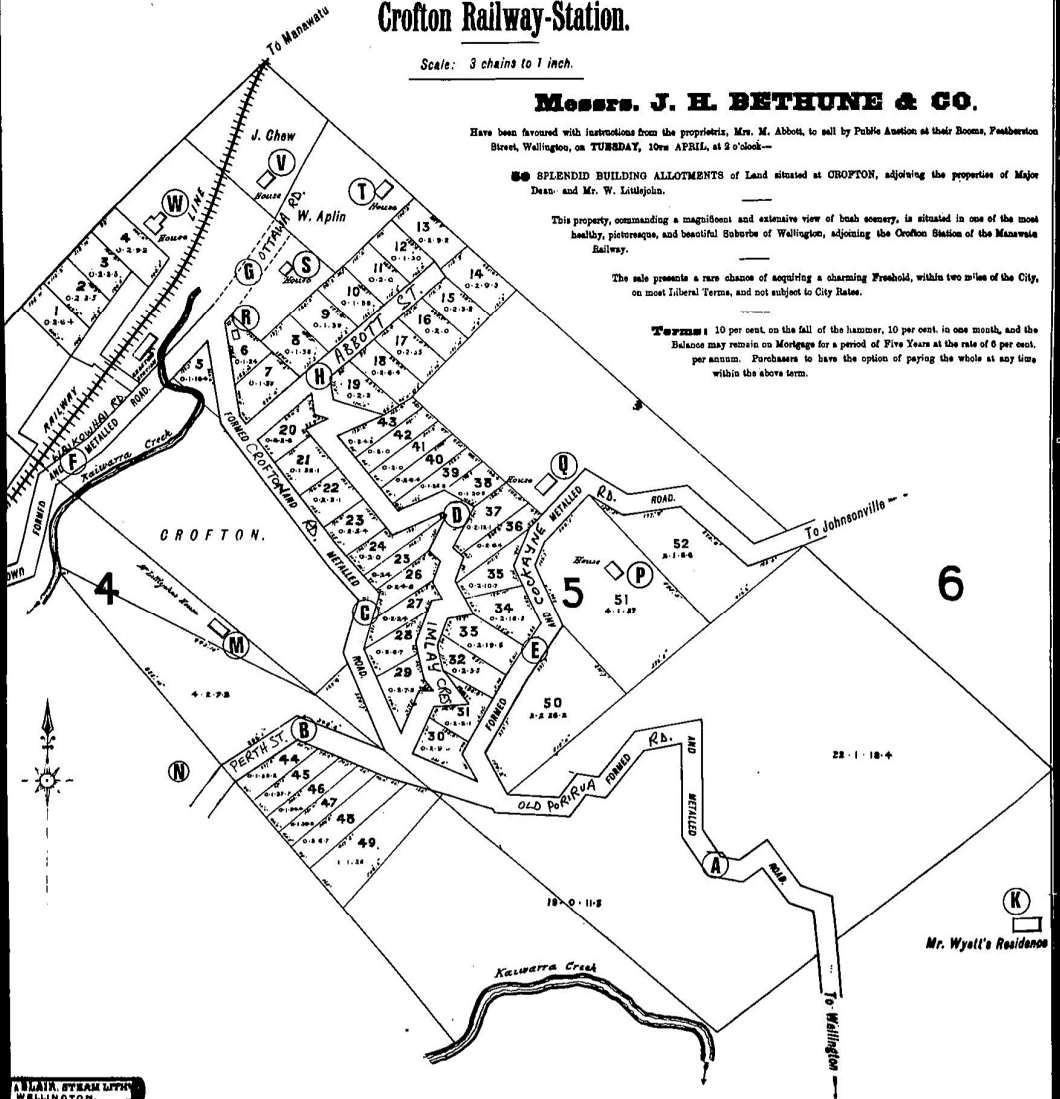
Have been favoured with instructions from the proprietrix, Mrs. M. Abbott, to sell by Public Auction at their Rooms, Featherston Street, Wellington, on TUESDAY, 10th APRIL, at 2 o'clock—

● SLENDID BUILDING ALLOTMENTS of Land situated at CROFTON, adjoining the properties of Major Dean and Mr. W. Lilliejohn.

This property, commanding a magnificent and extensive view of bush scenery, is situated in one of the most healthy, picturesque, and beautiful Suburbs of Wellington, adjoining the Crofton Station of the Manawatu Railway.

The sale presents a rare chance of acquiring a charming Freehold, within two miles of the City, on most Liberal Terms, and not subject to City Rates.

TERMS: 10 per cent. on the fall of the hammer, 10 per cent. in one month, and the Balance may remain on Mortgage for a period of Five Years at the rate of 6 per cent. per annum. Purchasers to have the option of paying the whole at any time within the above term.



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